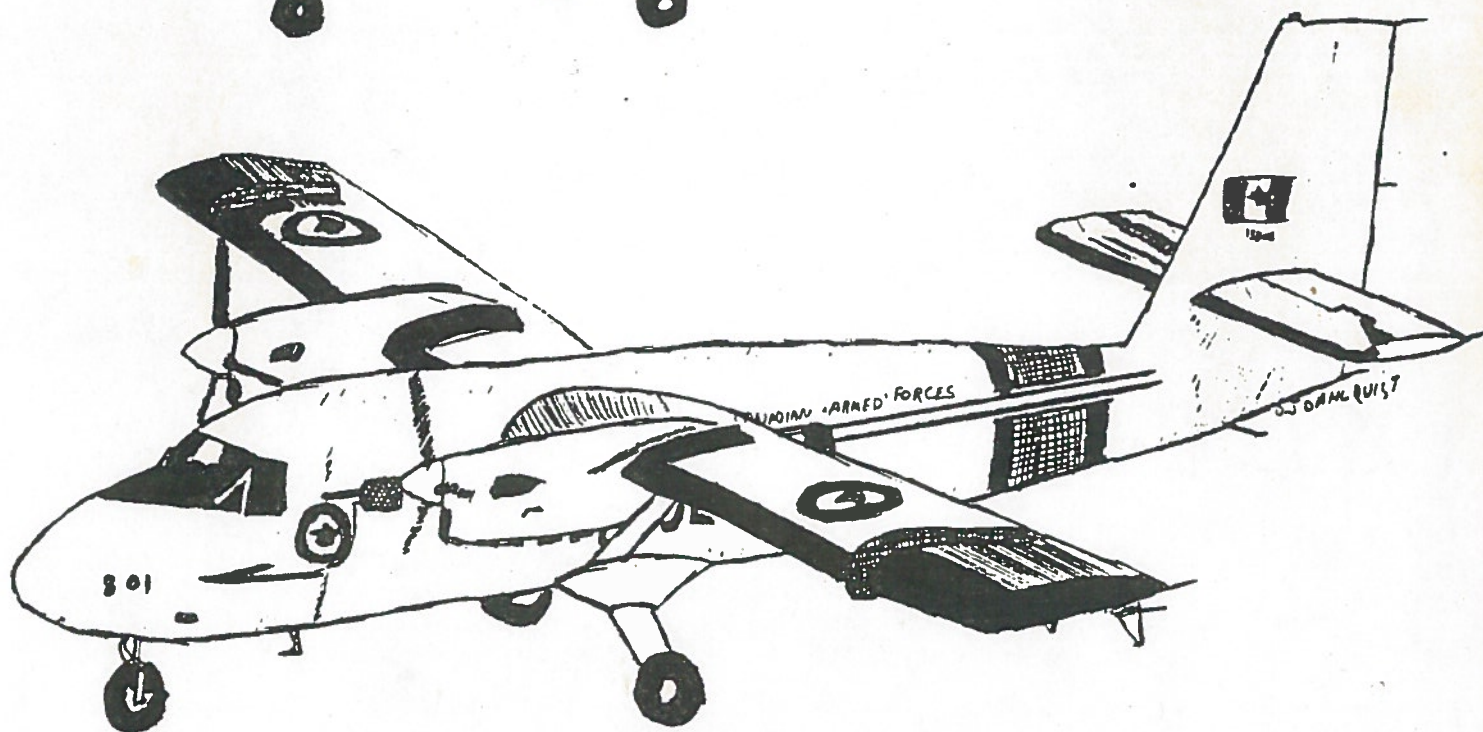
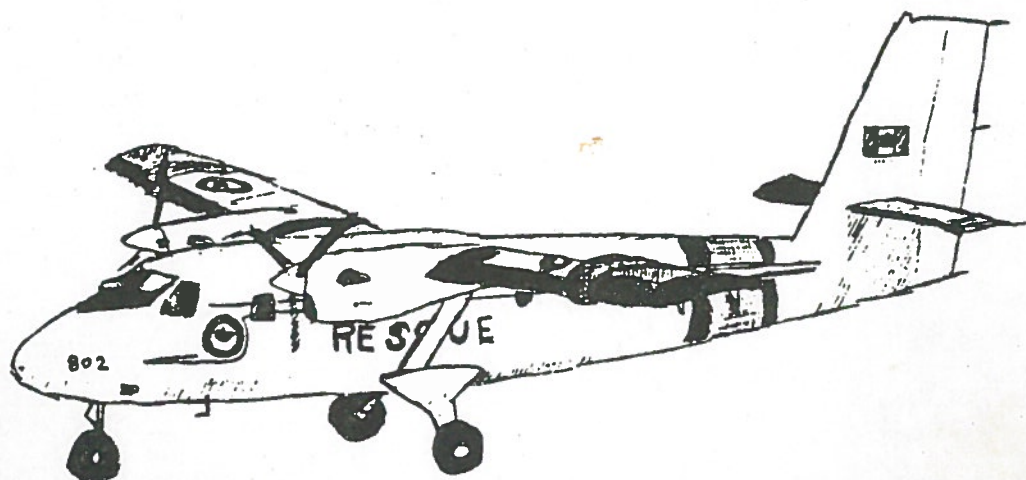


SMALL AIR FORCES OBSERVER

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Vol. 1 No. 1



January 1975

SMALL AIR FORCES OBSERVER

the newsletter of the
Small Air Forces Clearing House

Vol. 1 No. 1

January 1975

WELCOME TO THE SAFCH

Back in 1968 I wrote to Gene Souberman, then head of the IPMS/USA Information Service, asking for information on the aircraft of Eastern Europe. Gene replied that he had little information on that area and suggested that I become his "expert". An exchange of letters followed in which I professed ignorance and Gene emphasized the need for someone to answer questions about the "small countries". Finally, it was agreed that I would serve the Information Service for countries not covered by an IPMS/USA expert. Thus was born the Small Air Force Clearing House (SAFCH). In response to announcements in the IPMS MAGAZINE and QUARTERLY, I began to receive offers of help from Poland, Czechoslovakia, etc. As I began to learn more about the small air forces, their exciting histories, their colorful markings, and the great amount of information available in languages other than English, a broader purpose for the SAFCH began to evolve. Soon we began to publish articles on the small air forces in various magazines. My list of correspondents grew as did the number of books and kits I was exchanging for items sent overseas. More slowly came the realization that interest in the small air forces was much greater than my resources of time and money could satisfy. By 1972 it was clear that if the SAFCH was to reach its full potential, a newsletter in which SAFCH members could efficiently and quickly communicate was necessary. Thus was born the idea of the Small Air Forces Observer (SAFO). I then announced my intentions of beginning such a newsletter if enough subscriptions could be obtained to make the idea economically feasible. We have finally reached that number and this is the first issue of the first volume of the Small Air Forces Observer.

The goal of the SAFCH has been and will continue to be "to promote interest in the history and modeling of the aircraft of the smaller countries of the world". To further this goal we will continue to encourage research into pertinent areas followed by publication of the results. The SAFO will provide the means for SAFCH members from all over the world to exchange ideas, information, and fellowship.

Before going into a discussion of the SAFO, I would like to thank everyone who helped pass the word about the SAFCH. Special thanks to IPMS-USA, -UK, and -CANADA; AAHS; AIR ENTHUSIAST; PAM NEWS; and IN MINITURE for their help. It's taken a long time to get the word around and there were times when I was just about ready to give up. But, then a "plug" would appear somewhere and the resulting flow of subscriptions would renew my conviction

Continued on page 4

Information for the authors: To keep the editorial chores to a minimum, authors are requested to submit "camera ready copy" on one side of 8.5 by 11 inch paper (or equivalent) with margins at least 1/4 inch all around. The article will appear in the SAFO exactly as it is submitted by the author. Because we are using a Xerox-type printing process, photos have to be collected on a separate page. It is suggested that the typing be single spaced (please use a fresh ribbon) and that the authors should plan their material to fill the pages so that "filler" material will not be needed. The editor will type articles, especially for authors for whom English is not their native tongue, but substantial delay must be expected in such cases.

Subscriptions (3.00 \$US) and manuscripts should be sent to : James V. Sanders,
27965 Berwick Dr., Carmel, CA 93921

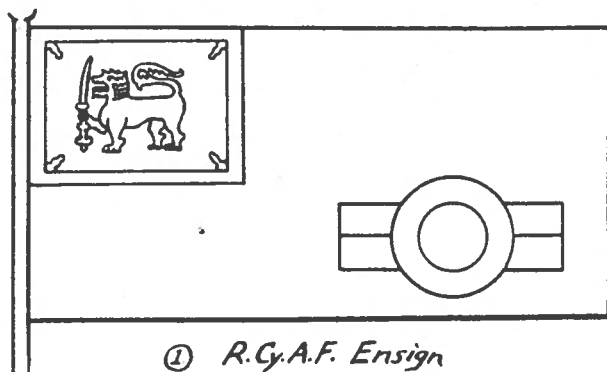
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Every effort is made to verify the information published in this magazine. However, the opinions of the authors are not necessarily the opinions of the publisher, and this periodical accepts no responsibility in connection with any liability which might develop as a result of articles published.

SAB MISCELLANY

ROYAL CEYLON AIR FORCE
Founded 10 October 1950
(On 22 May 1972, the country
officially became SRI LANKA)

Ceylon



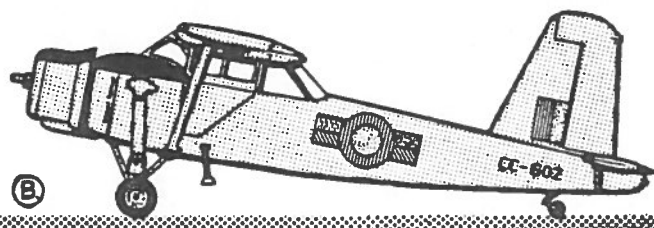
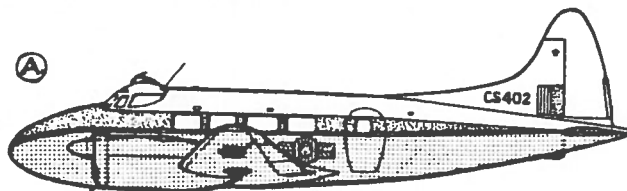
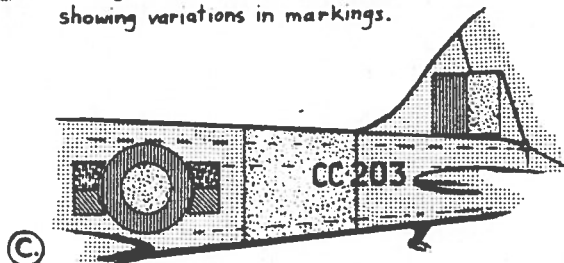
① R.Cy.A.F. Ensign

The R.Cy.A.F. ensign (of "R.A.F. BLUE") has in its canton the Sinhalese Lion Flag portion ~ not the complete national flag ~ consisting of GOLD lion design with border, on MAROON (or crimson?). The fly carries roundel of RED outer ring and GOLD (yellow) center, with bars of SAFFRON (orange) above and GREEN below.

- ① DE HAVILLAND DOVE, CS 402 (Deliveries of the type began in 1955.)

- ② SCOTTISH AVIATION PIONEER C.C.1, CC-602 (Its mate, No. 2 Squadron CC-603, illustrated in 12/63 AIR PICTORIAL, shows slight difference in application of number, as well as fittings for crop-spraying.)

- ③ Fuselage detail of AIRSPEED OXFORD, CC 203, showing variations in markings.



NO
SCALE



- ④ Shoulder Title, cloth - light blue lettering embroidered on navy-blue felt.



- ⑤ Cap badge, metal.



- ⑥ Light blue lettering & red bird (navy-blue markings) embroidered on navy-blue felt.

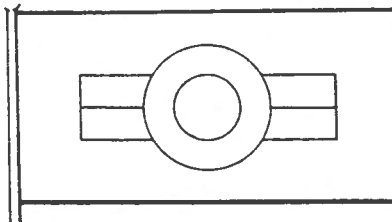


- ⑦ R.Cy.A.F. Pilot's Badge, cloth [silk embroidered red] white feathers, brown rays, all on black background.

NOTE: SOME OF THE INSIGNIA & FLAGS HAVE BEEN LEFT "BLANK" SO THAT THOSE WHO PREFER MAY THEMSELVES ADD THE APPROPRIATE COLORS FOR A MUCH MORE ACCURATE (AND ATTRACTIVE ?) REFERENCE PAGE.

✦ CORRECTIONS/COMMENTS/COLOR-CLARIFICATIONS APPRECIATED ✦

Car Flag (12" x 6") of Station Commander [squadron leader or above], on light blue background.



►►► SOURCES ► THE ABOVE DRAWINGS BASED ON FOLLOWING —

- ① Artwork in THE INTERNATIONAL FLAG BOOK IN COLOR, Pedersen & Petersen - (Politikens Forlag, 1970; Blondland Press, Ltd., 1971; Wm Morrow & Co) - Page 71.
- ② & ④ Drawings in Maj. J. Waring's IDENTIFICATION PAMPHLET No. 3 (Shoulder Patches of Commonwealth Military Forces, Part 1) - Page 128; Courtesy Maj. Waring, Military Heraldry Society.
- ③ Unidentified Canadian source, via G.E. Biss.

- ⑤ Drawing, W. Verheer - also in TRADING POST, JAN-MAR 1970 (Vol. XXII, No. 2), Page 56, of American Society of Military Insignia Collectors.
- ⑥ Color artwork in FLAGS OF ALL NATIONS, B.R.20(a), Vol. II (HMISO, 1958).
- ⑦ Photo, JANE'S ALL THE WORLD'S AIRCRAFT, 1957/58 Edition, Page 70.
- ⑧ & ⑨ Photos, THE AIR FORCES OF THE WORLD, Green & Cricker (Hannover House, 1958), both page 65.

74-72-73

that there is a real need for what we are offering. Those who have been in this since the beginning know that it has taken longer to get started than any of us imagined. I want to thank all of you for your encouragement and patience. You'll be pleased to know that your subscription money has been in a bank earning interest for the SAFCH.

Now, let's get down to a detailed discussion of the SAFO. I'm afraid that this is going to be long, but I want you to know exactly what you can expect from the SAFCH and what the SAFCH expects from you.

First, please notice that subscribing to the SAFO automatically makes you a member of the SAFCH with all the rights and duties thereof. There is no other way of becoming a SAFCH member. It should also be noted that the SAFCH is an independent organization with no responsibilities to any other group other than those of friendship and good will.

A SAFO subscription is for 4 issues and not for any specified period of time. An issue will be published as soon as enough material is on hand. The cost of the first four issues will be \$3 with printing and mailing costs determining the number of pages per issue. After completion of this first volume, we will have sufficient experience to adjust the number of pages to the rate at which manuscripts arrive. This may require a small change in cost. All new subscribers will receive all issues of the current volume. Back issues of earlier volumes will be available to new members. Any profit left at the end of a volume will be used to increase the size of the last issue of that volume.

As we go to press, the SAFCH has 103 paid-up members representing 18 countries. To facilitate new friendships and to promote correspondence between members, the names and addresses of our chartered members are included in this premiere issue.

For the SAFO to be a success, it is axiomatic that the SAFCH membership must be international. Our initial membership list shows that we are off to a good start. To further this spirit, we offer "Sponsored" Memberships. Existing members are encouraged to sponsor new members from countries where \$US are difficult to obtain. Members willing to be a sponsor, or persons requiring a sponsor, should submit their names to the editor who will make suitable pairings. (If you already have someone to sponsor, there is no need to go through me.) Sponsored members (denoted by + on the membership list) are expected to repay their sponsors directly.

One of the first questions asked about the SAFCH is, "What is a 'small air force'?" I usually reply that "A small air force is one that is of interest to SAFCH members" and this is probably how the term will be ultimately defined. However, if pressed further, I say, "A small air force is determined not by the number of a/c used but by the amount of information available about it in the international literature." As a rule of thumb, we should not devote pages in the SAFO to the air forces of the USA, UK, USSR, Germany, and Japan. In spite of our name (and I am always open to suggestions for a better one) there is nothing wrong with including civilian aviation in our interest. In most small countries there has always been a close relationship between military, para-military, and civilian aviation. While aircraft can be expected to take up a majority of pages in the SAFO, it is probable that there will be a number of articles on uniforms, banners, and airfield equipment.

Now we come to an important question: From where will the SAFO get its material? I can promise you this; the SAFO is not going to be the work of any individual or group of individuals. Either you, the member, contribute articles or the SAFO is going to fail. As you see, when you joined the SAFCH, you did more than subscribe to a magazine; you also subscribed to the principle that a contributor oriented magazine can succeed. In fact, the whole thing will fall apart unless a majority of members are willing to spend time doing something for the SAFCH. This won't be a chore because in writing for the SAFO you will really be writing to your friends all over the world.

Now, I'll make you another promise. All material submitted by SAFCH members will appear in the SAFO with only the following exceptions: (a) Copyright material which is not accompanied by the copyright holder's permission to reprint. (b) Articles containing demonstrably inaccurate information. (c) Articles containing unsupported or emotional attacks on any person, organization, or government, either past or present. And. (d) any article that would knowingly endanger the life or livelihood of any living person or his relatives. Fair enough?

Continued on page 6

The Northrop F-5A in service Philippine Air Force 'Blue Diamonds' Aerobatic Group

8

ALL COLORS PER FED STD 595

AIRPLANE IS PAINTED
ALUMINIZED POLYURETHANE
ALL OVER



GLOSS INSIGNIA RED #11136



GLOSS INSIGNIA WHITE #17875
(INSIGNIA AREAS ONLY)



GLOSS INSIGNIA BLUE #15044

MARKINGS ARE GLOSS BLACK #17038

THE ANTI-GLARE PANEL IS FLAT BLACK #37038

'BLUE DIAMONDS' SCRIPT IS WHITE
#17875 AGAINST A BLUE #15044
BACKGROUND WITH A RED #11136
OUTLINE. VARIATIONS IN SCRIPT
ARE KNOWN TO EXIST.

THE STANDARD RESCUE MARKINGS
ARE GLOSS YELLOW ORANGE
#13538 & GLOSS BLACK #17038

THE PILOT'S NAME BOARD IS BLACK #17038
WITH STENCIL LETTERING IN WHITE #17875

THE 2 FUSELAGE FUEL TANK
FILLERS ARE INSIGNIA RED
#11136 (10.0 DIA & 6.0
DIA) AND INSIGNIA WHITE
#17875 (8.0 DIA)

THE UPPER, INBOARD QUADRANT OF
THE TIP TANKS IS FLAT BLACK
#37038

PILOT: MAJ FRANCO RE
CREW CHIEF: SS RAMOS MC

With thanks to Major Florentino
P. Dato-On and to Lt Col Pedro
C. Pille of the P.A.F. for
their very kind assistance.

THE 'BLUE DIAMONDS' AEROBATIC GROUP
INSIGNIA IS RED #11136 OUTLINE, BLUE #15044
FIELD, WHITE #17875 BACKGROUND AND BLACK
#17038 AIRCRAFT SILHOUETTE

THE FIN TIP IS
SEMIGLOSS GREY #26440

TAIL CONES ARE HEAT
DISCOLORED BARE METAL

Blue Diamonds

Gus Morfis 7-23-72

THE F-5 IN SERVICE (1)

Gus Morfis' (SAFCH #3) drawing of the Philippine Northrop F-5A is reproduced here with the kind permission of the Northrop Model Airplane Club. Gus intends this to be the first of a continuing series for the SAFCH on the F-5 in the markings of various small air forces. Gus would appreciate hearing from anyone who may have information of possible use in this series.

BOOK REVIEW

50 YEARS - PHILIPPINE AIR FORCE - 1920/1970, Aquino, Vasallo, and Anido (1971). Anyone attempting to put together an Air Force History would do well to study this little booklet; it will set the standard for completeness and conciseness for some time to come. Within its 40 pages is a complete history of Philippine military aviation; the short-lived Philippine Air Service (1920-1923), the Philippine Army Air Corps (1936-1941), and the Philippine Air Force (1947-). The text, in English, is very brief but still manages to convey a great deal of information including details of the PAAC's valient but hopeless fight against the Japanese in December 1941, the campaign against the Huk movement beginning in 1948, and the Sulu campaign that began in 1954. Every a/c used by the Philippine military, from the Curtiss Jenny of 1920 to the Northrop F-5A of 1970, is illustrated by at least one photo. A page is devoted to "General Marking Information" and there is an 11-page section of color drawings, in constant scale, of 52 a/c in Philippine service. A twelfth color page is devoted to 19 PAF squadron insignia. This book is highly recommended to all SAFCH members. It can be obtained from SAFCH member (#58) John Caler, John W. Caler Publications, 7506 Clybourn, Sun Valley, CA 91352.

DECAL REVIEW

The only PAF decals I have on hand are MICRO SCALE 72-104 for Asian F-5As. Markings are included for two PAF a/c: FA-507 of the Blue Diamond Flight Demonstration Team and FA-502 of the 6th TFS. The six national insignia on this sheet as well as the lettering "PHIL. AIR FORCE" could be used on some other PAF a/c. These decals, costing \$1.75, are up to the usual high standard set by MICRO SCALE.

I hope that I have convinced you of the value of the SAFCH and of the vital need for your participation in the SAFO. Furthermore, I hope that I have shown you that any effort on your part to prepare material for the SAFO will not be wasted effort. However, before you go rushing off to the typewriter or drawing board, let's talk a little about specific sections of the SAFO and their format.

The major portion of the SAFO will be devoted to articles. It is hoped that these articles will appeal equally to historians and modelers. Authors interested in history are encouraged to include drawings and marking information that is useful to the modeler. In return, modelers should include enough historical information to place their subject into proper perspective. If an obvious imbalance exists in an article, it will still be published, but it may be delayed until the editor collects complimentary material.

To prevent reproduction of SAFCH material without the author's permission, all issues will be protected by copyright. The right to reprint will remain with the author and only the author can give permission to have his article reprinted. Mention need only be made that the article first appeared in the SAFO.

It is frequently said that the use of references leads to a pedantic, uninteresting article. This may be true when writing for mass circulation, but it is not a valid comment for articles written for the SAFO. How do you like the article that states facts and gives markings without the slightest indication from where they come? Too much misinformation becomes accepted because everybody is using the same (unidentified) source which is in error. SAFO authors are requested to carefully reference their sources.

It is not expected that a SAFO article must be the last word on the subject. In fact, the best reason for writing an article is to promote an interchange of information. Each member should consider it his duty to submit any additional information he may have. To

Continued on page 8

THAT PHILIPPINE P-26

The recent release of HASAGAWA's 1/32 scale P-26 with decals for a Philippine Army Air Corps a/c is a timely excuse to summarize SAFCH efforts to determine the validity of the two-tone scheme. This color combination first came to my attention in a color drawing by Miroslav Balous (SAFCH #61) in the Czech magazine Letectvi + Kosmonautika #7 1971. Fascinated and intrigued by this scheme, I wrote to Alberto Anido (SAFCH #4), coauthor of the definitive book on the Philippine Air Force, and asked for his comments. This scheme came up again in the Jan/Feb 1974 issue of WORLD WAR ENTHUSIAST. This drawing, based on a drawing which appeared in the April 1968 issue of AIR CLASSICS, is reproduced here with the kind permission of our good friend Ray Merriam. Now let's hear what "our man in Manila" has to say about all this:

"I really don't know how the two-tone brown and grey P-26A scheme came about. When I was in Orange County in 1965 I met Syd Chivers of AIR CLASSICS and told him that in all my interviews with pilots, ground officers, and crew who had anything to do with the P-26A's in our air force the brown scheme never was brought up. I am attaching my 'comments', based on various interviews on the P-26A. It is as complete as I can determine and, apart from the only two photos I have seen to date of the P-26A, the 'comments' must be taken for what's it's worth."

NOTES ON THE PHILIPPINE ARMY AIR CORPS BOEING P-26A COLOR SCHEME AND MARKINGS

Because of the short length of service of the Boeing P-26A in the Philippine Army Air Corps, there has been a lot of confusion on the color schemes and markings this particular aircraft type sported.

In our interviews with surviving PAAC personnel, all are agreed that when received from the U.S. Army Air Corps, these aircraft had Air Force blue fuselages, chrome yellow wings and tail surfaces, USAAC roundels with red centers on all 4 wing surfaces and USAAC rudder stripes of red and white. In addition, the squadron designation 4MP (denoting 20th Pursuit Squadron USAAC) in black were retained, and underneath the 4MP legend was painted the aircraft number in the same size and style as the squadron designation.

At this point, it is relevant to discuss the existing PAAC "lozenge" (diamond markings) at the time. Quite a number of PAAC personnel swore that it was white with red, and only after screening numerous photos (albiet mostly Stearman PT-17's and model 76's), we came to the conclusion that the lozenge was actually white with a blue center. This showed up conclusively on black and white photos the PT-17's which had olive drab fuselages and fins and international orange wings and stabilizers as the contrasting color of the lozenge was very evident.

Bearing this fairly simple confusion on the PAAC lozenge in mind and the frantic days of the beginning of WWII, we can only surmise from the comments made to us that:

1. The P-26A's were in the process of being repainted to the PAAC colors (as the PT-17's described above), which explains quite a number being seen in bare aluminum after the USAAC color scheme was scraped off;
2. With WWII imminent and with the PAAC being inducted into the USAAC, overall olive drab was applied to all P-26A's with the aircraft numbers being painted in white on the fuselage sides with the PAAC lozenge painted on the fin. However, this is based mainly on interviews, as no photo has been found to verify this scheme.

Even the pilots who flew these P-26A's to battle the Japanese cannot agree as to what the actual color schemes and markings were. However at no time was a two tone brown scheme with grey undersurface ever mentioned.

The only two photos we have seen show 1) the USAAC color scheme described above, while the other is a poor long shot of P-26A's on the field with no markings visible and appearing to have only a single color (presumably olive drab).

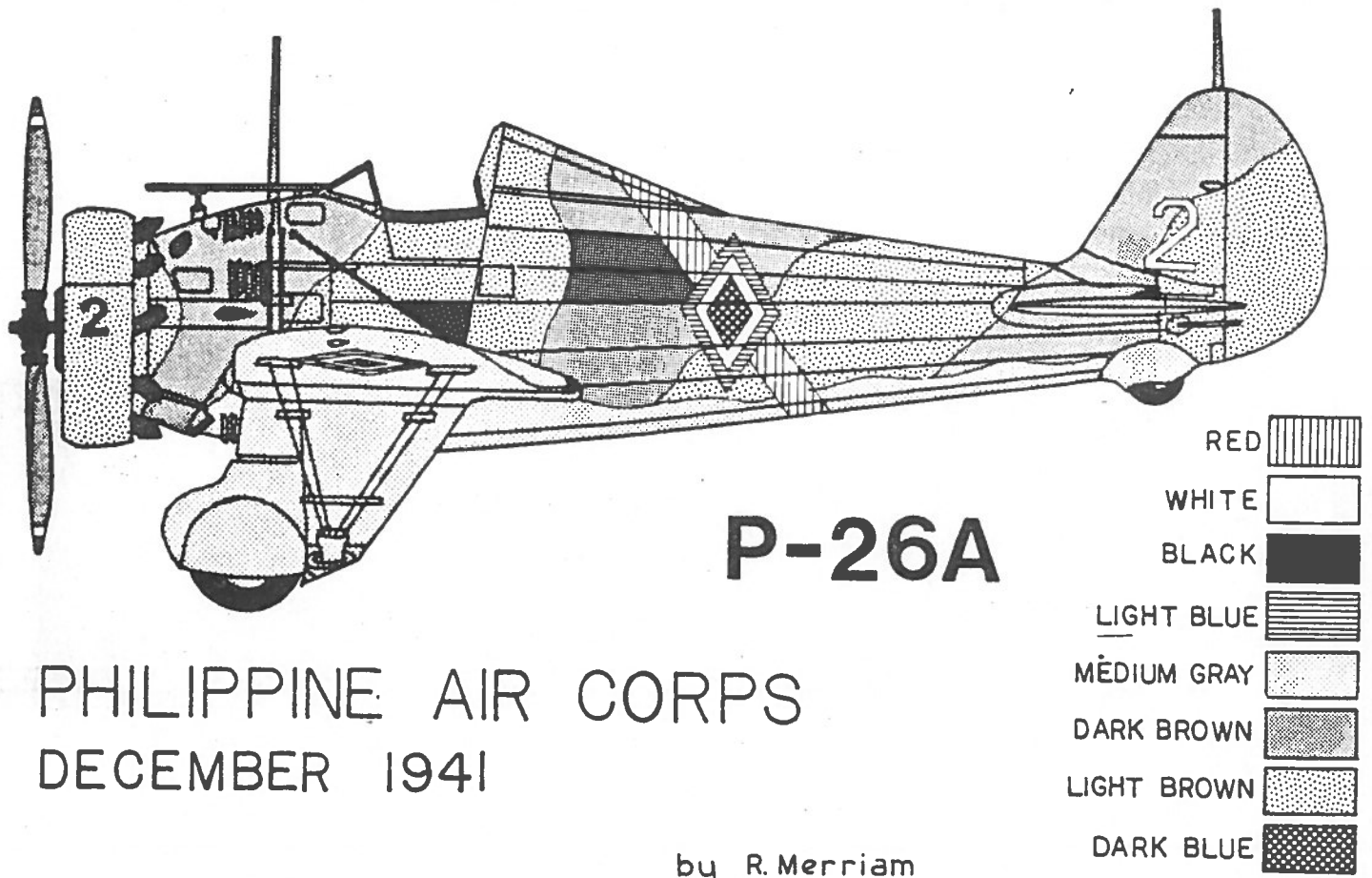
We are continuing our research into the PAAC's P-26A's and if any news and verifiable information turns up we will send this information to you immediately.

The basis of these notes we made from interviews with: Col. J.A. Villamor (deceased), Col. G. Juliano (retired), Capt. J. Kare (retired), Brig. Gen. J.Z. Singzon (retired), Brig. Gen. J. Guevara (retired).

Alberto A. Anido SAFCH #4

MAGAZINE REVIEW

WORLD WAR ENTHUSIAST 1939-1945: Although of broader topical coverage and narrower time coverage than the SAFO, WWE will be of interest to many SAFCH members. As you can see from the P-26 drawing reproduced below, the standard of art work is excellent. The textual and photo material are to the same high standard. To give some idea of the coverage Vol. 1 No. 1 contained the following: The Russian Soldier, Tiger I, The Messerschmitt Classic, Navy Beach Parties (Now there's an intriguing title. Ed.), For the Modeler, For the War-gamer. This issue consists of 24 pages each 5 1/2 " by 8 " in size. Published bimonthly, subscriptions at \$5 per year (2 years for \$9 and 3 for \$12.50) are available from: Graphic House Ltd., 218 Beech Street, Bennington, Vermont, 05201. Best of luck Ray.



encourage timely response, all correspondence concerning a particular article will be published four issues after the appearance of the article.

There is much to be gained in efficiency if the members in a given country get together to coordinate SAFCH efforts in their country. For this purpose, a National Editor will be appointed for each country. (The existing National Editors are denoted * on the membership list.) His job will be to promote SAFCH membership, to coordinate SAFO contributions, and when enough interest is present, to assemble a complete issue of the SAFO using material submitted by members in his country. National Issues have already been promised from the Netherlands and from Slovakia. If your country already has a National Editor, write to him offering your assistance. If your National Editor is inactive, write to me offering your assistance. If your country doesn't have a National Editor, write to me volunteering for the job.

Now that you are all enthusiastic about doing an article, you have to have something to write about. Don't let the fact that you haven't any information bother you. All members are encouraged to undertake a Research Project. These Projects may be of any size and on any subject. They will be advertised in the SAFO and all members will be asked to assist-

SWEDISH EXPORT OF MILITARY AIRCRAFT 1946-74

Up to 1960 Ethiopia was Svenska Aeroplan AB's second best customer after the Flygvapnet, the Swedish Air Force. That country was the first to obtain Swedish aircraft after WW II, starting in 1946 with six SAAB 91A Safir trainers. A total of 16 SAAB 91As, 19 SAAB 91Bs * were delivered, the last four 91Cs during 1966. Fourty-six SAAB B 17A single-engined bombers were bought between 1947 and 1953.

The Ethiopian air force was reorganized and built up with Swedish military assistance and training from 1946. Count C G Rosen, wellknown from the war in Biafra, was Commander-in-Chief. The Flying School at Harar Meda commenced training on Safirs and an attack wing was formed at Asmara with the SAAB 17s. These were later complemented with Fireflies and finally replaced by the Northrop F-5 in 1966/67. The Safirs are still used for training and liaison. A single DC-3 transport was also bought from a civil operator in Sweden in 1957.

During the early fifties the Flygvapnet sold surplus J 26s, or P-51D Mustangs, to three countries. Israel received 25 in 1952 and 1953. These aircraft saw action during the Suez war in 1956 and were used up to some time around 1960. In 1965 one J 26 was brought back by the Swedish Aviation Historical Society from Israel and repainted in Swedish colours.

Twenty-six were supplied to Nicaragua in 1954. Replacement for these arrived in 1966. The Dominican Republic bought 42 in 1952 and 1953. About 30 of these were later modified in USA and some of them are still serving.

Fourty-two ex-Swedish Vampires were supplied to the same country in 1955-56. This delivery consisted of 25 J 28As (Vampire FI) and 17 J 28Bs (Vampire FB 50). Since 1955 between 50 and 65 per cent of the total inventory of this air force had been made up of ex-Swedish aircraft.

The SAAB Safir found more buyers. Norway was supplied with 25 SAAB 91B-2s in 1956-57. Finland ordered 36 SAAB 91Ds, which were delivered from 1958. To go on with Finland, her air force received two SAAB B 17As modified for target towing, and used them 1959-61. In April 1973 12 SAAB 35XS Draken fighter-bombers were ordered. Deliveries will begin this year, but 6 Swedish J 35Bs were leased to Finland in 1972 for training purposes.

The Austrian Air Force used two SAAB 17As for target towing between 1957 and 1962. When a combat element was planned in 1955 Sweden offered to sell 25 Vampires, but Austria could not accept this because of financial limitations. Fifteen SAAB29F Tunnan fighter-bombers were obtained instead in 1961 when the Jagdbomberstaffel I was created. These were supplemented with a further 15 two years later. After evaluation, 24 SAAB 91D Safirs were bought in 1964. The SAAB 29s were replaced by 40 SAAB 105 OE attack and training aircraft 1970-72.

The Safir was exported to one more country. The Tunisian Air Force was created in 1960. Sweden supplied aircraft, personnel and training, and delivery of 15 SAAB 91Ds was done in 1960-61. In 1973 these aircraft made up one third of the total inventory.

Nineteen MFL-10B Militrainer or 'Minicon' light planes were flown by Count von Rosen, among others, against Nigeria in the Biafran War in 1969. Built by Malmo Flygindustri, or possibly by the Bolkow company in Germany on licence, these aircraft were modified in France and Gabon to take rockets under the wings. They succeeded in destroying many Nigerian targets, among other things several of the NAF's aircraft.

In order to find a replacement for it's F-100 Super Sabres, the Northrop F-5, the Mirage and the SAAB 35XD Draken were evaluated by Denmark. The Draken was chosen and 23 were ordered in 1968. After an order for a further 23, deliveries began in 1970. The total of 46 consists of 20 F-35 fighter-bombers, 20 RF-35 fighter-bomber-reece planes, and 6 TF-35 trainers. Danish personnel were trained in Sweden from 1969. Five more of the TF-35 model were ordered in November 1973. Denmark might also order 32 SAAB-Scania MFI-17s for training and artillery observation.

The SAAB-Scania company also received an order for 20(?) MFI-15s in 1972. In April 1973 the first two were delivered to Sierra Leone, where the same company has founded a flying school. SAAB-Scania, which represents Hughes Helicopters in Scandinavia, also delivered two Hughes 300 helicopters. The MFI-17 model is also evaluated by Norway for the forward air control role.

All together some 470 aircraft have been exported, new or second hand, of which 70 per cent have been built in Sweden, mostly by SAAB.

*and 14 91Cs

CAMOUFLAGE AND MARKING OF AIRCRAFT EXPORTED BY SWEDEN

	Painting	Serials and markings
Denmark		
SAAB 35XD	Dark green over all	A-001, etc. in white on both sides of fin.
Norway		
SAAB 91D	Orange(?) or yellow *	Examples are: AB+U (big black letters), AD+U with 8323 on the fin, and AZ+U (7345).
Finland		
SAAB 91D	Bare metal	SF-1, etc. in black aft of the roundel. Large 1, 2, 3, etc. on fin. Colored trimming, wing tips, and top of fin.
SAAB 35BS	Dark Green	DK-201, etc. in white on fuselage between fin and wings.
Austria		
SAAB 91D	Yellow *	Examples are: JF+SU and JF+SM. Red nose, wing tips, top of fin, tailplane tips, and trimming.
SAAB 29F	Bare metal	Fin letters A, B, C, etc. (white?) on a/c marked '1' aft of the roundel and A, B, etc. (black?) for a/c marked '2'.
Dominica		
P-51D	Bare metal *	1901, etc. Large black serials on fuselage and wings. One had FAD 1911 on the fin only (later style of marking?) Squadron marking forward of cockpit.
Vampire FBI	Bare metal	FAD 2711 on fin. Yellow wing tips, tailplane fins, bands on tailbooms, top of fuselage and nose(?).
	Dk green/ lt blue grey	No marking on fuselage.
Ethiopia		
SAAB 91	Bare metal *	101, etc. Black serials on fin.
SAAB 17	Bare metal	301, etc. "
DC-3	?	703 "
Tunisia		
SAAB 91D	Medium grey all over *	Y 31001, etc. plus large 1, 2, 3, etc. (black) on fin.
Biafra		
MFI-9B	Glossy dk green and lt grey with lt grey under	Some have the Biafran flag painted on (?).
Israel		
P-51D	sand/dk green lt blue under	EX: large with no. 54 on fuselage sides.

* Black anti-glare panel on nose.

Lennart Andersson SAFCH #68

Financial Statement: We will print 100 more copies than there are subscribers to provide back issues. I can print 200 copies for \$4.75 a page. Taking into account 10¢ for mailing and 7¢ for an envelope, means that with 100 subscribers we can have a 12 page issue and balance the books. To do everything we hope to do, it will be necessary to increase the number of pages per issue. If we double our membership, we can have a 20 page issue. If we raise the price to \$1 we can have a 16 page issue (with 100 members). The best solution is for someone (in any country) to have the printing done less expensively. Any offers?

CANADIAN ARMED FORCES - AIRCRAFT TYPES AND DESIGNATIONS

Communications Types

CC109	Canadair Cosmopolitan	Canadair CL-66
CC115	DeHavilland Canada Buffalo	DHC-5
CC117	Dassault Falcan	Dassault Falcan 20
CC129	Douglas Dakota	Douglas C47
CC130	Lockheed Hercules	Lockheed C130E
CC137	Boeing 707	Boeing 707
CC138	DeHavilland Canada Twin Otter	DHC-6

Search And Rescue Types

CSR123	DeHavilland Canada Otter	DHC-3
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Patrol Types

CP107	Canadair Argus	Canadair CL-28
CP121	DeHavilland Canada Tracker	Grumman S-2A

Training Types

CT114	Canadair Tutor	Canadair CL-41
CT133	Canadair Silver Star	Lockheed T33
CT134	Beechcraft Musketeer	Beechcraft 23

Fighter Types

CF100	Avro Canada Canuck	Avro CF100 MK5
CF101	McDonnell Voodoo	McDonnell F101B
CF104	Canadair Starfighter	Lockheed F104D-G
CF116	Canadair CF5A-D	Northrop F5A-B

Helicopter Types

CH113	Boeing-Vertol Labrador	Boeing-Vertol 107-11
CH113A	Boeing-Vertol Voyageur	Boeing-Vertol 107-11
CH118	Bell CUH-1H Iroquis	Bell 204B
CH124	Sikorsky CHSS-2 Seaking	Sikorsky SH-3A
CH135	Bell CUH-IN "Twin Huey"	Bell 212
CH136	Bell Kiowa	Bell 206A

Experimental Types

CX84	Canadair	Canadair CL-84
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F. T. Guthrie SAFCH #29

POLISH DECALS

Just received from Poland, is a large sheet of decals for use on models of Polish aircraft from all periods: pre-WWII, Sept. Campaign, PAF in Great Britain, and post-WWII. This 24.5 cm by 33 cm sheet contains 188 national insignia of all sizes, 56 squadron emblems, and 90 individual markings. While designed for use in 1/72 scale, most of the national insignia can be used on models of other scales. These decals are of the pressure-sensitive type and the quality of reproduction is excellent. The instructions (in English) include application procedures, identification of each decal, and a list of references. Available only through the SAFCH these decals can be obtained by sending \$US 4.00 to James V. Sanders, 27965 Berwick Dr., Carmel, CA 93921

K. Chołoniowski SAFCH #96

"Oh, no", I hear you saying, "Not another one of those fishing expeditions. 'Give me all you have on the Transylvanian Air Force and maybe I'll get around to publishing someday - if the price is right.' And even if the guy is serious," you continue, "why should I spend hours organizing my information when he probably has it all already?" I know how you feel, I've been there myself. The SAFCH procedure will prevent duplication of effort and will ensure dissemination of the results. Anyone interested in a SAFCH Research Project should select a limited aspect of the problem, say "The DH Vampire in Transylvanian service" and submit a summary of all he has on this. This will be published in the SAFO and SAFCH members will enthusiastically collect additional information and send it to the Project Director. In a short time, the Project Director will be able to publish an update and the next phase of the study can begin. When sufficient information is collected, the Project Director will be expected to prepare an article. To ensure these steps, no Research Project will be announced without the necessary summary or an article.

Let me now list several items which I hope will become regular features in the SAFO:

(a) All of us have questions that have been bothering us for years. (For example, IPMS-CANADA's Uncle Freddy wants information on the Bulgarian D-520s.) So, we'll run the usual question and answer section, but with a difference. Always include what you already know about the problem. (Has Uncle Freddy seen the photos of the Bulgarian D-520 in AIR PICTORIAL?) If the amount you already know is too much to write down, then your question is not precise enough or you should be writing an article. The answers will come from the members and will be printed four issues after the question appears.

(b) The usual requests for and offers of pen pals, out-of-print books, hard-to-get kits, etc. will appear in the SAFO at no charge to the members.

(c) Many members have items which are unsuitable for the SAFO format. An example is the SAFCH Polish decals advertized in this issue. Perhaps you have something you would like to share (or maybe the prospect of sharing will get you started on some long planned project). The SAFCH will promote any projects of this kind.

(d) Part of the SAFO will be devoted to reviews of books, magazines, model kits, and decals which relate to the SAFCH. While National Editors are responsible for reviewing items that appear in their country, this should not prevent other members from reviewing things which interest them. Multiple reviews of the same subject are not duplications. For example, consider a book written in Finnish; how useful it would be to have two reviews, one written by a Finnish speaking member and one by someone who doesn't understand a word of Finnish.

(e) Few of us can afford to subscribe to all the magazines having information of SAFCH interest. To keep us all informed about what is being published around the world, the SAFO will regularly publish abstracts of articles of SAFCH interest. To accomplish this we need your help. If you regularly receive an aviation magazine, let me know. No need to send abstracts at this time. I'll pick one person for each magazine and their names will appear in the next issue. Then I'll expect abstracts on a regular basis.

Well, we are almost to the end of this editorial. I bet you didn't know what you were getting into when you subscribed to the SAFO. It has been said many times before, but never has it been more true: "The success of this publication depends on what you put into it." Without your contribution, the SAFO will cease to exist.

To foster this spirit of contributing, each member is allowed almost complete freedom in representing the SAFO. There are only a few restrictions: (1) It is SAFCH policy not to enter into any exchange agreements with other publications. Our irregular publication schedule and our small circulation precludes any arrangement that would be fair to the other publisher. (2) No SAFCH member should accept, in the name of the SAFCH, any free material for review in the SAFO. And, (3) the SAFCH is a nonprofit organization. Your subscription money will go only to printing and mailing the SAFO. Our financial statements will never contain a MISC column. Our editors are expected to absorb all expenses of correspondence so please be kind and include return postage when applicable.

WANTS: Sam Harmon (SAFCH #93) is looking for a copy of CONSTRUCTII AERONAUTICE ROMANESTI 1905-1970. Looks like a good opportunity for someone in Eastern Europe to pick up a sponsor. Write directly to Sam Harmon, 1012 Rawlinson Rd., Rock Hill, SC 29730.

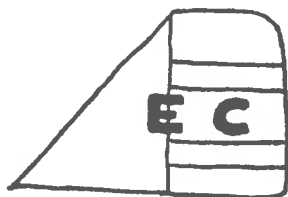
SAFCH RESEARCH PROJECT #4

Our Mexican member, Ismael Garcia Llaca (SAFCH #53), has embarked on the long and arduous task of cataloging all the a/c that were used by the Spanish Air Force. The first part of this Project follows. Anyone who can add to this information or who would like to help with this work should contact Ismael at Monte Alban 600, Col. Vertiz Narvarde, Mexico 13, D.F.

NOTES ON THE DOUGLAS DC-1 AND DC-2 IN SPANISH SERVICE

In 1934, the Spanish airline L.A.P.E. (Lineas Aereas Postales Espanolas) bought 4 Douglas DC-2, to serve in the Madrid-Paris route, and were baptized "Orion", "Sagitario", "Hercules" and "Granada". They were finished in natural metal overall, with registration letters in black on the wings, the legend L.A.P.E. on the nose, and "lineas aereas postales espanoles" over the windows, and the registration repeated of the rear fuselage, between the door and the stabilizers, all in black, and the Spanish flag on the rudder (Red-upper, yellow-middle, and purple-bottom) with the first two letters of the registration repeated in black on the yellow stripe, thus:

At the outburst of the Civil and "Granada" remained in loyal-bombers up to the end of Sept-returned to the civil transport encompassed in bomber group 72, DH-82. The Republican ace Andres



War, "Sagitario", "Hercules" list hands, being employed as ember 1936, when they were rôle; as bombers they were alongside Vultee, Potez and Garcia Lacalle, in his book Truths), recently published P. 83 "L.A.P.E.'s DC-2s were

the most valuable planes we had (in the first days of the war) not only because of its speed who put them out of reach of the extant fighters, but also because of its great range who permitted to reach anyplace in Spain and, the great bomb load they could carry. Normally they had, placed on the passenger seats 70 or 80 eleven kilos bombs; to throw away these bombs, they had a sort of a makeshift ramp in one of the plane's doors, and, grasping them with a hook, waited for the observer's order to let go, and immediately they threw the stream of smaller bombs.

Apart from countless passenger flights abroad and inside Spain, carrying material, also bombed the front lines and the enemy's rearguard. Among their most distinguished services, this extraordinary planes and pilots bombed Campamento, the Loyola barracks in San Sebastian, and the Pelayo barracks in Oviedo.

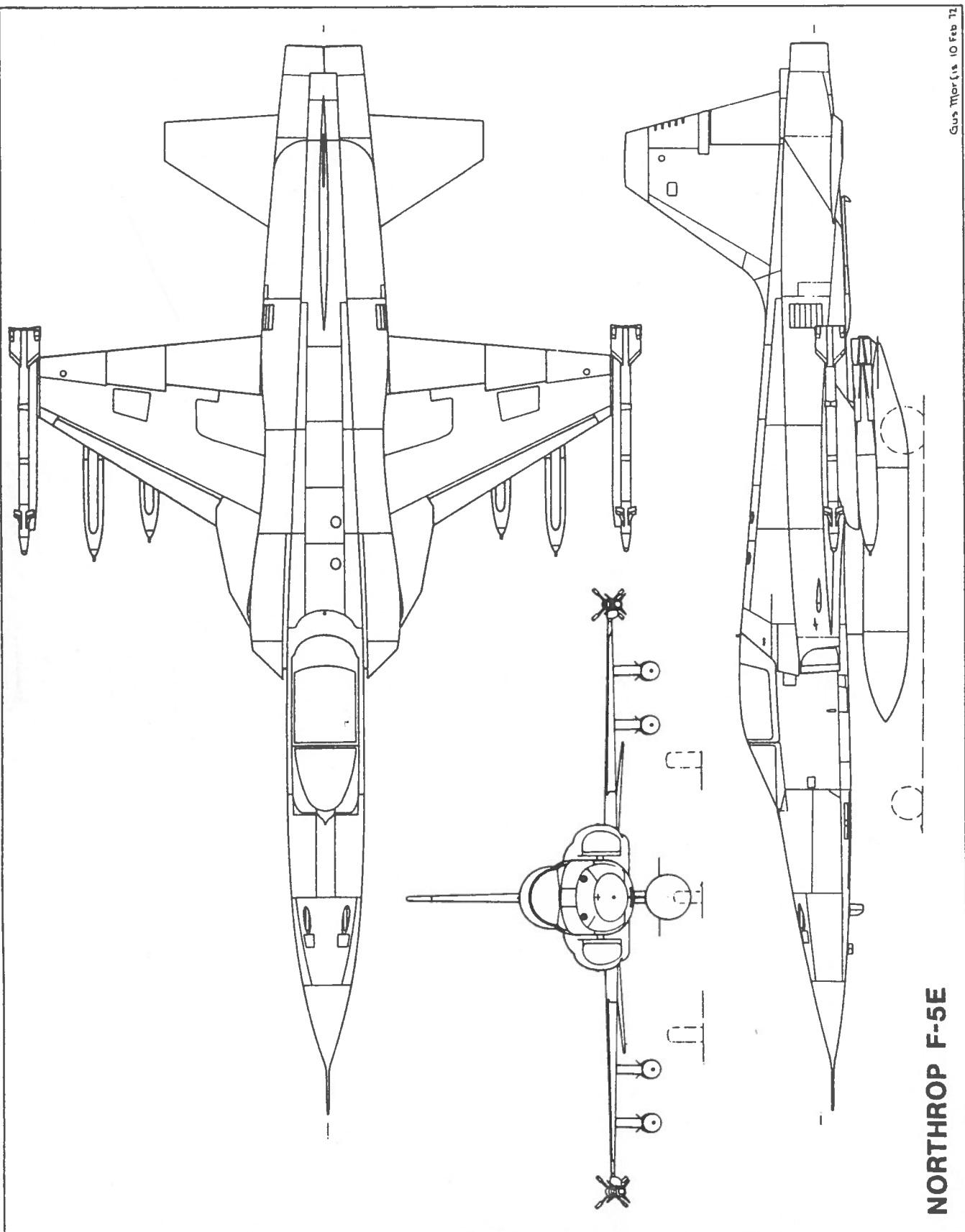
As transports, they had the call letters TD (Transporte Douglas), they were finished in olive drab uppers, light blue unders, the insignia was a red stripe in wings and fuselage, plus the Republican flag on the rudder. Later in the war a new DC-2 was bought, and it received the licence EC-AGN.

The only DC-1 ever, after being sold by TWA to Howard Hughes, was sold by this to a British subject, a certain Lord Forbes, who in turn sold it to France and thence, it went to Republican Spain in September 1938, being registred as EC-AGJ in L.A.P.E., and after the war, it served as EC-AAE, and was finally written off in Malaga in a crash landing in 1940.

The "Orion" was in Seville at the beginning of the war, and when it was about to take off, to bomb the rebel troops in Morocco, was damaged with rifle fire by Captain Vara de Rey, falling thus in the hands of the rebels who took Seville; it was baptized with the name of its captor, and was employed by the Nationalist air arm in countless war services as a transport, a "pathfinder" for the German JU-52 and Italian SM-81 formations who made the first bombings on Madrid, and to drop supplies by parachute to besieged garrisons; it was flown mainly by the Spanish ace Captain Haya, it was painted in what looks (judging from a photograph) as a camouflage similar to the three tone "metropolitan" camouflage used in SM-79s, insignia: white wing tips with a white St. Andrew's cross on a black disk, both uppers and unders, and apparently two black vertical stripes outside the engine nacelles, unders only, a black disk, on fuselage sides, preceded by a black 42, and a black St. Andrew's cross on a white rudder, the name "Captain Vara de Rey" in black under the cabin windows. All five DC-2s survived the war. and remained as airliners up to 1946.

Bibliography: Salas Larrazabal "Laguerra de Espana desde el aire";

Salvador Rello "La aviacion en la guerrade Espana" Vol. 2



Gus Morley 10 Feb 77

NORTHROP F-5E